



State Fleet Cost Efficiency Report

2007 Baseline Data

ADMINISTRATIVE SERVICES

- INCREASE OVERALL MILES PER GALLON

- 1. RIGHT SIZE VEHICLES

- A. CONDUCT IN-DEPTH REVIEW OF EACH VEHICLE'S OPERATIONAL FUNCTIONS AND TASKS PRIOR TO REPLACEMENT. HOW WILL THE VEHICLE BE USED?
 - B. DETERMINE LOWEST VEHICLE CLASS AND ENGINE SIZE REQUIRED TO MEET OPERATIONAL NEEDS.
 - C. MIGRATE FROM LOWER TO HIGHER MPG GASOLINE CONSUMING VEHICLES WHEN FEASIBLE BY PURCHASING VEHICLES ACCORDING TO THE FOLLOWING PRIORITY:
 - I. HYBRID VEHICLE - IF AVAILABLE FROM ORIGINAL EQUIPMENT MANUFACTURER AND THE HYBRID VEHICLE HAS AN ESTIMATED MPG THAT IS HIGHER THAN THE GASOLINE (PETROLEUM-BASED FUEL) POWERED ALTERNATIVE;
 - II. CNG OR ZERO EMISSION VEHICLE IF AVAILABLE FROM OEM;
 - III. VEHICLE OFFERING HIGHEST FUEL ECONOMY WITH AN AIR QUALITY SCORE OF 6 OR GREATER AS PUBLISHED BY THE EPA;
 - IV. SHIFT TO DIESEL OR BIODIESEL VEHICLE WHEN APPROPRIATE. E.G. PURCHASING AND GENERAL SERVICES IS IN CONTACT WITH THE MANUFACTURER OF A BOX TRUCK TO SEE WHAT MODIFICATIONS ARE REQUIRED IN ORDER TO USE B-20 INSTEAD OF DIESEL.

- 2. TRAINING. BROADLY COMMUNICATE THE BENEFITS AND OPPORTUNITIES FOR ENERGY EFFICIENCY BY TRAINING EMPLOYEES ON BEST DRIVING PRACTICES.

- A. TRAINING SHOULD INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING TOPICS:

- I. REDUCING VEHICLE IDLING;
 - II. CONSISTENT AND PERIODIC TIRE PRESSURE INSPECTION;
 - III. FOLLOWING PREVENTIVE MAINTENANCE PROGRAMS;
 - IV. WHERE TO PURCHASE FUEL AT LOWEST COST;
 - V. CARPOOLING.
 - B. POST BEST PRACTICES ON DFO AND/OR DAS WEBSITE

- 3. MONITOR VEHICLE USE VIA FLEET FOCUS

- A. MONITOR REVIEW AND ANALYZE CRITICAL METRICS I.E. FUEL CONSUMED MILES DRIVEN AND MPG MONTHLY;
 - B. TRACK VEHICLES FOR TIMELY COMPLIANCE WITH SCHEDULED PMS AND NOTIFY USERS WHEN VEHICLE IS DUE FOR MILEAGE RELATED MAINTENANCE;
 - C. IDENTIFY AND TRACK HIGH AND POOR PERFORMING VEHICLES;
 - D. DETERMINE PRACTICES RESULTING IN BETTER PERFORMANCE AND APPLY TO POOR PERFORMING VEHICLES.

- DECREASE TOTAL MILES DRIVEN ANNUALLY BY STATE VEHICLES

- 1. REVISE BUSINESS PRACTICES

- A. MAXIMIZE TRIP CAPACITY
 - I. CONTINUE PRACTICE OF COMBINING MAINTENANCE AND REPAIR PROJECTS WHEN FEASIBLE;
 - II. CONTINUE EFFORTS GEARED TOWARDS PLANNING EFFICIENT DELIVERY ROUTES AND INVESTIGATE FEASIBILITY OF USING ROUTE PLANNING PROGRAMS IN REALIZING EFFICIENCIES;
 - III. INSTITUTE PRACTICE OF RIDESHARING/CARPOOLING WHEN FEASIBLE;
 - B. CONTINUE PROGRAM OF AUTOMATING FUEL MONITORING SYSTEMS IN THE FUEL NETWORK;
 - C. USE TELECONFERENCING WHEN FEASIBLE. DAS HAS REQUESTED INFORMATION ON USE OF THE STATE'S TELECONFERENCING FACILITIES AND WILL ANALYZE THE FEASIBILITY OF USING TELECONFERENCING TO CONDUCT STATE BUSINESS.
 - D. PERMIT TELECOMMUTING WHERE APPROPRIATE.

- RIGHT-SIZE YOUR VEHICLE TYPE

- NOTE THAT RIGHT SIZING VEHICLES IS A CRITICAL COMPONENT OF THE DAS GOAL OF INCREASING OVERALL MPG.

DIVISIONS WITH VEHICLES ARE CURRENTLY IN THE PROCESS OF REVIEWING EACH VEHICLE'S OPERATIONAL FUNCTIONS IN ORDER TO DETERMINE THE LOWEST VEHICLE CLASS AND ENGINE SIZE REQUIRED TO MEET OPERATIONAL NEED. AT REPLACEMENT PRIORITIES ESTABLISHED WILL BE UTILIZED IN ORDER TO INSURE THAT VEHICLES MIGRATE FROM LOWER TO HIGHER MPG GASOLINE POWERED VEHICLES.